

# REPORT ON ELECTRIC LIGHTING INSTALLATION. No. 2622

Port of Yokohama Date of First Survey Feb 4 Date of Last Survey Mar 23 No. of Visits 10  
 No. in 1 on the Iron Steel S. S. " Eastern Glen " Port belonging to Yokohama  
 reg. Book Yokohama Built at Yokohama By whom Uchida Shipbuilding & E Co When built 1920  
 Owners United States Shipping Board Owners' Address \_\_\_\_\_  
 Card No. 6 Electric Light Installation fitted by Uchida Shipbuilding & E Co When fitted 1920

## DESCRIPTION OF DYNAMO, ENGINE, ETC.

2 - 15 K.W. Generators direct connecting to reciprocating engine.

Capacity of Dynamo 150 Amperes at 100 Volts, whether continuous or alternating current Continuous

Where is Dynamo fixed Engine room Platform Whether single or double wire system is used Double

Position of Main Switch Board Near dynamo having switches to groups A.B.C.D.E. of lights, &c., as below

Positions of auxiliary switch boards and numbers of switches on each (Forecastle 1 of 3, 1 of 17) Amidship (1 of 28, 1 of 12, 1 of 19, 1 of 12, 1 of 15) (Engine room & B.R. 1 of 24, 1 of 23, 1 of 14) Poop of 3, 1 of 9)

Fuses are fitted on main switch board to the cables of main circuit Yes and on each auxiliary switch board to the cables of auxiliary

circuits Yes and at each position where a cable is branched or reduced in size Yes and to each lamp circuit Yes

Where vessel is wired on the double wire system are fuses fitted to both flow and return wires or cables of all circuits including lamp circuits Yes

Are the fuses of non-oxidizable metal Yes and constructed to fuse at an excess of 50 per cent over the normal current

Are all fuses fitted in easily accessible positions Yes Are the fuses of standard dimensions Yes If wire fuses are used

Are permanent instructions fitted on or near each switch board giving particulars of proper size of fuse for each circuit Yes

Are all switches and fuses constructed of incombustible materials and fitted on incombustible bases Yes

Total number of lights provided for 179 arranged in the following groups:—

<u>20</u>	lights each of	<u>32</u>	candle power requiring a total current of	<u>8.0</u>	Amperes
<u>40</u>	lights each of	<u>32</u>	candle power requiring a total current of	<u>16.0</u>	Amperes
<u>46</u>	lights each of	<u>32</u>	candle power requiring a total current of	<u>18.4</u>	Amperes
<u>61</u>	lights each of	<u>32</u>	candle power requiring a total current of	<u>24.4</u>	Amperes
<u>12</u>	lights each of	<u>32</u>	candle power requiring a total current of	<u>4.8</u>	Amperes
<u>2</u>	Mast head light with <u>2</u> lamps each of	<u>50</u>	candle power requiring a total current of	<u>1.25</u>	Amperes
<u>2</u>	Side light with <u>2</u> lamps each of	<u>50</u>	candle power requiring a total current of	<u>1.25</u>	Amperes
<u>6</u>	Cargo lights of	<u>192</u>	candle power, whether incandescent or arc lights	<u>Incandescent</u>	

Are arc lights, what protection is provided against fire, sparks, &c. xx

Where are the switches controlling the masthead and side lights placed Chart Room

## DESCRIPTION OF CABLES.

Main cable carrying	<u>115.0</u> Amperes, comprised of	<u>37</u> wires, each	<u>11</u> S.W.G. diameter,	<u>.117</u> square inches total sectional area
Branch cables carrying	<u>26.0</u> Amperes, comprised of	<u>19</u> wires, each	<u>18</u> S.W.G. diameter,	<u>.034</u> square inches total sectional area
Branch cables carrying	<u>23.2</u> Amperes, comprised of	<u>7</u> wires, each	<u>16</u> S.W.G. diameter,	<u>.0221</u> square inches total sectional area
Cables leading to lamps carrying	<u>.4</u> Amperes, comprised of	<u>1</u> wires, each	<u>18</u> S.W.G. diameter,	<u>.0018</u> square inches total sectional area
Cargo light cables carrying	<u>2.4</u> Amperes, comprised of	<u>7</u> wires, each	<u>20</u> S.W.G. diameter,	<u>.007</u> square inches total sectional area

## DESCRIPTION OF INSULATION, PROTECTION, ETC.

Rubber covered insulated tape and painted

How are the joints in cables, how made, insulated, and protected

Joint block in boxes lead and armoured covered

Are all the joints of cables thoroughly soldered, and the flux used not containing acids or other corrosive substances Yes Are all joints in accessible

positions, none being made in bunkers, cargo spaces, or spaces which may at any time be used for carrying cargo, stores, or baggage Yes

Are there any joints in or branches from the cable leading from dynamo to main switch board No

How are the cables led through the ship, and how protected Armoured covered and pipes.



**DESCRIPTION OF INSULATION, PROTECTION, ETC.—continued.**

Are they in places always accessible Yes

What special protection has been provided for the cables in open alleyways or where exposed to weather or moisture Armoured cable & pipes

What special protection has been provided for the cables near galleys or oil lamps or other sources of heat Armoured cable & pipes

What special protection has been provided for the cables near boiler casings A.C. & pipes

What special protection has been provided for the cables in engine room A.C. pipes

How are cables carried through beams A.C. & pipes through bulkheads, &c. A.C. & pipes

How are cables carried through decks pipes

Are any cables run through coal bunkers No or cargo spaces Yes or spaces which may be used for carrying cargo, stores, or baggage Yes

If so, how are they protected A.C. & pipes

Are any lamps fitted in coal bunkers or spaces which may at times be used for cargo, coals, or baggage

If so, how are the lamp fittings and cable terminals specially protected No

Where are the main switches and fuses for these lights fitted xx

If in the spaces, how are they specially protected xx

Are any switches or fuses fitted in bunkers xx

Cargo light cables, whether portable or permanently fixed Portable How fixed

In vessels fitted on the single wire system, how is the dynamo terminal fixed to the hull of vessel xx

How are the returns from the lamps connected to the hull xx

Are all the joints with the hull in accessible positions xx

Is the installation supplied with a voltmeter Yes, and with an amperemeter Yes, fixed Switchboard

**VESSELS BUILT FOR CARRYING PETROLEUM.**

In vessels built for carrying petroleum, are all switches and fuses fitted in positions not liable to the accumulation of petroleum vapour or gas

Are any switches, fuses, or joints of cables fitted in the pump room or companion

How are the lamps specially protected in places liable to the accumulation of vapour or gas

The copper used is guaranteed to have a conductivity of not less than that of the Engineering Standards Committee's standard, and the wires are protected by tinning from the sulphur compounds present in the insulating material.

Insulation of cables is guaranteed to have a resistance of not less than 600 megohms per statute mile at 60° Fahrenheit after 24 hours' immersion in water, the test being made after one minute's electrification at not less than 500 volts and while the cable is still immersed.

The foregoing statements are a correct description of the Electric Light installation fitted by us on this vessel and we declare that it is at this date in good order and safe working condition.

Electrical Engineers Date

**COMPASSES.**

Distance between dynamo or electric motors and standard compass 160 feet

Distance between dynamo or electric motors and steering compass 100 feet

The nearest cables to the compasses are as follows:—

A cable carrying	<u>3.5</u>	Amperes	<u>10</u>	feet from standard compass	<u>12</u>	feet from steering compass
A cable carrying	<u>.65</u>	Amperes	<u>10</u>	feet from standard compass	<u>15</u>	feet from steering compass
A cable carrying	<u>.65</u>	Amperes	<u>10</u>	feet from standard compass	<u>15</u>	feet from steering compass

Have the compasses been adjusted with and without the electric installation at work at full power Yes

The maximum deviation due to electric currents, etc., was found to be Nil degrees on Every course in the case of the standard compass and Nil degrees on Every course in the case of the steering compass.

J. La. Keta. Builder's Signature. Date APR 5 1920

**GENERAL REMARKS.** This installation has been fitted in accordance with the Rules Requirements tested under working conditions and found in order and the vessel is eligible in my opinion to have record of Electric Light in the Register Book.

It is submitted that this vessel is eligible for THE RECORD, ELEC. LIGHT 18/5/20

J. A. Arkhord. Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. JUN. 15 1920

11m.7.10.—Transfer.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.



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